

Chesapeake & Ohio Railway Station
Scottsville
Albemarle County
Virginia

HABS No. VA-977

HABS
VA
2-SCOTS,
3-

ADDENDUM
FOLLOWS...

REDUCED COPIES OF MEASURED DRAWINGS

Historic American Buildings Survey
National Park Service
Department of the Interior
Washington, D.C. 20240

Addendum to
Chesapeake and Ohio Railway Station
Main Street
Scottsville
Albemarle County
Virginia

HABS No. VA-977

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VA,
2-SCOTS
3-

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
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3 -

HISTORIC AMERICAN BUILDINGS SURVEY

CHESAPEAKE AND OHIO RAILWAY STATION

HABS No. VA-977

Addendum to Chesapeake and Ohio
Railway Station
S. side of Main St. (Va. Rte 6),
between Union and Ferry Streets
Scottsville
Albemarle County
Virginia

UTM Reference: 17.72095.418612

Latitude: 37° 47'52" N

Longitude: 78° 29'27" W

Present Owner: Chesapeake and Ohio Railway Company

Present Occupant: Same

Present Use: Freight and maintenance staff offices
and storage of equipment.

Statement of Significance:

Built in 1915, the station is typical of small passenger stations built in the early 20th century. Its wide overhanging bell-cast roof, covered passenger platform, and large bay window make it a prototype, similar to larger examples such as those at Crozet and Manassas, Virginia. A nicely detailed and substantial building which survived two recent floods in 1969 and 1972, the station is in good condition and retains much of its original fabric and character. It is one of the few remaining railroad depots in an area which has recently lost several stations because of a decline in railroad usage.

Located on the site of the old James

River and Kanawha Canal, the station serves as the last reminder of past transportation systems which played such an important role in Scottsville's history: river traffic, turnpikes, canal and railroad. Scottsville was an important commercial and transportation center, located at a strategic point on east-west routes between Richmond and the western part of Virginia, and on north-south routes which crossed the James at Scottsville first by ferry and later by bridge.

I. HISTORICAL INFORMATION

A. Physical History:

1. Original and subsequent owners:

The station is located on land that was originally owned by the James River and Kanawha Canal Company from the late 1830's to 1880, when the company and its property were bought by the Richmond and Allegheny Railroad Company. In 1881, the canal bed was drained and railroad tracks laid on the towpath.¹ In 1890 the Richmond and Allegheny and its property were bought by the Chesapeake and Ohio Railway Company. A frame depot stood on the site until the present brick station was built in 1915. Passenger service to Scottsville ended in 1956,² and the station was closed in August, 1977. The building is now used several times weekly by freight and maintenance staff and for storage of equipment, with a mobile agent serving the area's freight needs.

2. Date of construction:

1915³

3. Architect/Construction History:

The station was constructed from drawings and specifications prepared by the Office of the Chief Engineer, Richmond Division, Rivanna District of the Chesapeake and Ohio Railway, under the supervision of F.J. Cabell, Chief Engineer. The 1915 drawings (see Appendix) were revised in 1922 to show the station as built, but so not always accurately represent the building.

The original cost of construction is estimated at \$6,894.00.⁴ According to local tradition, the white sand bricks (made of cement and sand) used in the building may have been produced on a site across the James River by a brick company owned by James Martin, brother of Senator Thomas Martin. This type of brick was produced for only a brief period and was used in a few buildings in Scottsville before its manufacture was discontinued.⁵ The slate used to roof the station came from the Buckingham Quarries in Arvon, Virginia.

4. Alterations and additions:

a. Exterior:

South: Original window, second from left in original drawings, replaced by present double doors, probably to allow for storage of large pieces of equipment after passenger service ended in 1956.

TO REMAIN
REMOVED
REMOVED

East: Original pair of windows shown in original drawings replaced by present double doors, probably to allow for storage of large pieces of equipment after 1956..

North: Two cinder block chimneys added: on east end, interior, and on west end, exterior. Strut required at north east corner to support hip beam as a result of eastern chimney addition.

West: Original doors shown in original drawings replaced by present door and frame panelling.

b. Interior:

The east or "White Waiting Room" shown in the original drawings has been partitioned into two rooms at a point 8' from its western wall. The main space is used as work and storage space by the line foreman, while the smaller room serves as a vestibule to the main office.

In the "Colored Waiting Room", the bathrooms and vestibule have been altered and the vestibule extended to create a small office.

All arched doorways except that in the "White Men's" toilet vestibule have been blocked up or removed.

In the office, a door has been added in the north east corner to provide access to a bathroom.

5. Chain of Title

1880 March 4 James River and Kanawha Canal
Company to Richmond and Allegheny
Railroad Company.

Deed Book 22 O.S., p.590, Fluvanna
County Courthouse, Palmyra, Virginia.

1890 January 20 Richmond and Allegheny Railway
Company to Chesapeake and Ohio Railway
Company.

Deed Book 26 O.S., p. 157, Fluvanna
County Courthouse, Palmyra, Virginia.

Present station built 1915 by the C&O, and still in
C&O ownership.

II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character:

The Scottsville C&O station is typical of small passenger stations built in the early 20th century, with its wide overhanging bell-cast roof, covered passenger platform, and large bay window. The bell-cast roof was a popular roof form of the period. The station features the separate black and white waiting rooms and toilet facilities seen in other stations of the period. The use of the light colored white sand brick is also of interest. Much of the original panelling as well as many original doors, ticket windows and agent's desk in the bay window still remain in the interior of the station.

2. Condition of fabric:

Good. Some interior paint damage from flood waters, and some slate tiles on roof need replacement.

B. Description of exterior:

1. Overall dimensions:

The building is a one-story, rectangular brick structure which is 21'-6" wide and 60' long. Under a cross-gable located slightly east of center, there is a rectangular projection on the north side and a large bay window on the south. The south or track facade is 6 bays wide.

2. Foundations:

Concrete to depth of 3'-0". Concrete subfloor on grade.

3. Wall construction, finish and color:

Walls are 8" thick, of white sand brick laid in Flemish bond. The building is trimmed with a base, stringcourse, and lintels of rock-faced cut stone. The walls of the cross-gables are covered with slate tiles.

4. Structural system, framing:

Brick bearing walls; roof framed in wood.

5. Porches:

A covered platform is attached to the south facade. It is supported by four cast iron columns styled in the Tuscan order, with four curved brackets attached

to each column.

6. Chimneys:

There are two small brick chimneys on the ridge of the roof, centered above the side walls of the cross-gable. Two later cinder block chimneys were added on the north side; the western chimney is on the exterior, and the eastern chimney is on the interior.

7. Openings:

a. Doorways and doors:

Original doorways are transomed with one five panel door. Double doors which were later additions have four panels in each side. All doorways are capped with rock-face cut stone lintels. New double doors also have steel lintels.

b. Windows:

Most windows are double-hung sash with six panes over one pane. On the south facade there is a three part bay window containing this type of window flanked by two similar windows of narrower dimension. On the north side there are two pairs of small windows. In each end of the cross-gable there is a semi-circular window edged with multi-colored lights.

8. Roof:

a. Shape, covering:

Wide, overhanging bell-cast roof, covered with slate. A small cross-gable

is located slightly off-center on this roof.

b. Dormers:

The ends of the cross-gable form a type of dormer on the north and south faeades.

C. Description of interior:

1. Floor plans:

a. Basement:

None

b. Main floor:

Of the original plan, the centrally located main office remains most intact today. Access is still provided to the main rooms on either side, although the former "White Waiting Room" has been partitioned, leaving an entry vestibule for the main office. In addition, a new door has been cut to the adjacent toilet vestibule to the east to serve this office. The vestibule's original arched opening has been boarded up.

The bulk of the former "White Waiting Room" now acts as the line supervisor's workroom, served by the "White Men's Toilet", and is accessible by the new double doors on the east wall. A chimney has been added in the toilet vestibule to serve a freestanding stove.

The former "Colored Waiting Room" now provides storage for track maintenance

equipment and is now accessible by the new double doors on the south wall. The toilet areas have been consolidated and the vestibule expanded to provide a small office space.

The baggage room acts as additional storage space and is served by a stove connected to the new chimney on the outside wall.

c. Roof space:

Presently inaccessible and unused.

2. Stairways:

None

3. Flooring:

Asphalt tile and concrete.

4. Wall and ceiling finish:

Vertical tongue and groove panelling 1½" wide in 3" strips on walls. Walls are painted tan or dark green below chair rail and off-white or light green above. Ceilings are also of tongue and groove panelling, painted in same colors as upper walls.

5. Doorways and doors:

Except for one doorway in the office, all doors are original five panelled doors. One arched opening leading to the vestibule of the bathroom in the former "White Waiting Room" remains; the other two have been blocked up or altered.

6. Trim:

Wooden chair rail divides walls into upper and lower panels. Baseboard and $\frac{1}{4}$ round molding at ceiling.

7. Hardware:

Standard brass.

8. Lighting:

Single and double overhead ceiling fixtures.

9. Heating:

Freestanding stoves, served by original and additional chimneys, one each in baggage room, new office, main office and line supervisor's room.

D. Site:

1. General setting and orientation:

The station is located on the north side of the James River in Scottsville, south of Route 6 between Ferry and Union Streets, east of the town's main commercial district. The building is located approximately 150 feet east of the Albemarle/Fluvanna County line and approximately 125 feet from the James River. The station is on the north side of the railroad tracks and faces south, with a paved platform area between the station and the three lines of track. The ground slopes down slightly on the north side of the station, retained by concrete curbing creating a raised earthen

platform on the north and west sides of the building. A dirt road runs between Ferry and Union Streets, adjacent to the north side of the station.

2. Other buildings:

The station faces a frame, $1\frac{1}{2}$ story freight shed with a cat-slide roof which is located on the south side of the railroad tracks, approximately 50 feet from the river.

Approximately 25 feet west of the station is a small frame shed building.

III. PROJECT INFORMATION

This documentation was developed by students in the School of Architecture at the University of Virginia, under the direction of K. Edward Lay, Assistant Dean, in 1977. It was donated to the Historic American Buildings Survey, and was not completed under HABS supervision, nor edited by HABS staff.